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KARL MORELL

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February 22, 2011

E-File

ENTERED  
Office of Proceedings  
FEB 23 2011  
Part of  
Public Record

Ms. Cynthia T. Brown  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street S.W.  
Washington, DC 20423-0001

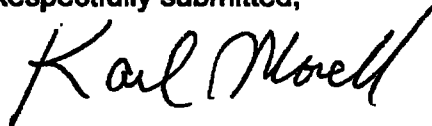
Re: STB Finance Docket No. 35412, Middletown & New Jersey  
Railroad, LLC – Lease and Operation Exemption – Norfolk  
Southern Railway Company

Dear Ms. Brown:

Attached for e-filing is the Reply of Middletown & New Jersey Railroad,  
LLC to the Supplemental Evidence and Argument filed by United Transportation Union-  
New York State.

If you have any questions, please contact me.

Respectfully submitted,



Karl Morell

Enclosure

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**STB FINANCE DOCKET NO. 35412**

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**MIDDLETOWN & NEW JERSEY RAILROAD, LLC  
--LEASE AND OPERATION EXEMPTION--  
NORFOLK SOUTHERN RAILWAY COMPANY**

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**ENTERED**  
Office of Proceedings

**FEB 23 2011**

**Part of  
Public Record**

**REPLY TO UNITED TRANSPORTATION UNION-NEW YORK STATE'S  
SUPPLEMENTAL EVIDENCE AND ARGUMENT**

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**KARL MORELL  
Of Counsel  
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Washington, D.C. 20005  
(202) 638-3307**

**Attorney for:  
MIDDLETOWN & NEW JERSEY  
RAILROAD, LLC.**

**Dated: February 22, 2011**

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**STB FINANCE DOCKET NO. 35412**

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**MIDDLETOWN & NEW JERSEY RAILROAD, LLC  
--LEASE AND OPERATION EXEMPTION--  
NORFOLK SOUTHERN RAILWAY COMPANY**

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**REPLY TO UNITED TRANSPORTATION UNION-NEW YORK STATE'S  
SUPPLEMENTAL EVIDENCE AND ARGUMENT**

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Middletown & New Jersey Railroad, LLC ("M&NJ"), hereby replies to the Supplemental Evidence and Argument filed with the Surface Transportation Board ("Board") by Samuel J. Nasca, for and on behalf of United Transportation Union-New York State ("UTU") on February 4, 2011 ("Supplement").

**BACKGROUND**

On August 31, 2010, M&NJ filed its Verified Notice of Exemption, pursuant to 49 C.F.R. Part 1150, Subpart E—Exempt Transactions Under 49 U.S.C. 10902, to permit M&NJ to lease and operate certain rail lines from Norfolk Southern Railway Company ("NS"); sublease connecting track owned by New York, Susquehanna & Western Railway ("NYS&W") (the "Leased Lines"), and receive incidental overhead trackage rights ("Notice of Exemption"). On September 23, 2010, UTU filed a petition for stay to which M&NJ replied on September 28, 2010. On September 27, 2010, UTU filed a petition to revoke or reject ("Petition") to which M&NJ replied on October 15, 2010 ("Reply"). By decision served September 29, 2010,

Chairman Elliott imposed a housekeeping stay of the effective date of the Notice of Exemption until October 7, 2010. By decision served October 6, 2010, the Board denied the petition for stay ("*Stay Decision*").

By decision served December 23, 2010, the Board instituted a proceeding to consider the Petition. In so doing, the Board ordered M&NJ to serve a copy of the Board's decision on all shippers on the lines since commencing operations. The Board invited interested parties to submit comments and evidence by February 4, 2011, and responses to the opening submissions by February 22, 2011. On February 4, 2011, UTU filed its Supplement. On that same day, NS filed its comments ("NS Comments") and M&NJ forwarded the comments of JCI Jones Chemical, Inc., Ampac Paper LLC, American Lumber Company and Reed Systems LTD ("Shipper Comments").

#### **REPLY TO SUPPLEMENT**

In the Petition, UTU sought to have the Notice of Exemption rejected on grounds that the involved transaction goes beyond the scope of the class exemption.<sup>1</sup> In the Supplement, UTU again seeks to have the Notice of Exemption rejected but on different grounds. UTU now claims that MN&J was not a rail carrier when it filed its Notice of Exemption. Essentially, UTU is arguing that M&NJ should have filed under the class exemption governing non-carriers (49 C.F.R. §1150.31) and not the class exemption governing Class III rail carriers (49 C.F.R. § 1150.41). UTU claims that the lack of operations is indicated by M&NJ's failure to issue

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<sup>1</sup> In the Reply, M&NJ refuted UTU's contention by pointing out that incidental trackage rights are expressly included within the scope of the class exemption and that the class exemption is not limited to transactions involving three or less carriers. In any event, there are only three carriers involved in this transaction.

Official Railway Station List (“OPSL”) and Official Railway Guide (“ORG”)<sup>2</sup> information after M&NJ acquired the rail line located between Middletown and Slate Hill, NY (“Middletown Line”).<sup>3</sup>

It is, however, Railinc, and not M&NJ, that publishes and updates the OPSL. Even before the effective date of its notice of exemption in STB Finance Docket No. 35227, M&NJ provided Railinc all of the information needed to correctly update the OPSL. See Exhibit 1. After receiving the Association of American Railroads Interchange Agreement, the Vice President of M&NJ signed the Agreement on March 17, 2009 and returned it to Railinc. See Exhibit 2. On November 23, 2009, Railinc contacted M&NJ pointing out that they still had not correctly identified the M&NJ. See Exhibit 3. In so doing, Railinc pointed out that M&NJ had already submitted all of the necessary paperwork that Railinc needed to correct the OPSL. After UTU filed the Petition, M&NJ once again contacted Railinc to correct the OPSL. See Exhibit 4. The fact that M&NJ was not correctly identified in the OPSL was not because of any inaction on the part of M&NJ but inadvertent mistakes by Railinc, presumably because of the similarities in the names of M&NJ and the prior owner, Middletown & New Jersey Railway Co., Inc. (“Company”), of the Middletown Line. In any event, being listed in OPSL does not make one a rail common carrier subject to the jurisdiction of the Board, it is providing Board authorized common carrier service.

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<sup>2</sup> ORG is essentially an outdated yellow pages for the railroad industry and whether one is listed or not listed in the ORG has no bearing on whether one is a rail common carrier subject to the jurisdiction of the Board. Nevertheless, M&NJ did contact the publisher of ORG in 2009 to inform them of the change in operator. The publisher apparently ignored M&NJ’s information.

<sup>3</sup> See STB Finance Docket No. 35227, *Middletown and New Jersey Railroad, LLC – Acquisition and Operation Exemption – Middletown & New Jersey Railway Co., Inc.* (not printed), served March 20, 2009. The exemption became effective April 5, 2009.

In the attached Supplemental Verified Statement ("VS"), Mr. Nasca states that he consulted with UTU operating personnel and was informed that M&NJ had not operated during the 17-month period prior to filing the Notice of Exemption. The fact that M&NJ consummated the transaction in STB Finance Docket No. 35227, and commenced common carrier rail freight operations on or about April 7, 2009 is demonstrated by the Interchange Report maintained by Railinc and attached as Exhibit 5. As the Interchange Report demonstrates, from April 7, 2009 through October 4, 2010, M&NJ interchanged with NS 776 inbound and 531 outbound rail cars. Since all of these cars were interchanged with NS and were handled by NS-employed UTU operating personnel, it is simply not plausible that local UTU personnel were unaware of M&NJ operations during that 17-month time period. As Exhibits 1 through 4 demonstrate, M&NJ consummated the transaction in STB Finance Docket No. 35227 and commenced common carrier operations 14 months before M&NJ filed the Notice of Exemption. Consequently, contrary to UTU's contention, M&NJ properly filed under the class exemption governing Class III rail carriers.<sup>4</sup>

UTU also conveniently ignores the significant increase in traffic once M&NJ took over operations from the Company. In 2008, the Company handled 126 carloads on the Middletown Line, all for the sole remaining customer. In the nine months of 2009 after M&NJ commenced operations, M&NJ brought on four new customers and handled a total of 234 carloads which is almost a 100 percent increase in nine months. In 2010, M&NJ added five additional new

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<sup>4</sup> There also seems to be some confusion regarding the rail line abandoned by the Company and the rail line acquired by M&NJ from the Company. In STB Docket No. AB-762X, *Middletown and New Jersey Railway Company, Inc. – Abandonment Exemption – In Orange County, NY* (not printed), served May 20, 2008, the Company abandoned the rail line located between milepost 6.5, at Slate Hill, and milepost 14.00, at Unionville, NY. Pursuant to STB Finance Docket 35227, M&NJ acquired from the Company the rail line located between milepost 0.0, at Middletown, NY, and milepost 6.5, at Slate Hill, NY.

customers and handled 689 carloads. In other words, during the first 21 months of operations on the Middletown Line, M&NJ increased its customer base by 1,000 percent and increased the volume of traffic handled by 550 percent. M&NJ hopes to replicate that success on the Leased Lines. If M&NJ is successful in doing so, all parties will benefit from this transaction including UTU personnel on Class I railroads since the vast majority, if not all, of the traffic will be interchanged to one or more Class I railroads and handled by UTU personnel.

M&NJ's success on the Middletown Line and the Shipper Comments reconfirm an observation made by the Board's predecessor, the Interstate Commerce Commission ("ICC").

As the ICC noted:

[I]t has been our experience with transactions of this type that the acquiring firm will bring new vitality to the line. Typically, the new operator has closer ties to local communities and will provide better service, often at lower rates, and will work closely with shippers on the line.

Finance Docket No. 31089, *Montana Rail Link, Inc. – Exemption Acquisition and Operation – Certain Lines of Burlington Northern R. Co.* (not printed), served May 26, 1988, slip op. at 21. See also *Class Exemption for Acq. & Op. of Rail Lines*, 1 I.C.C.2d 810, 813 (1985), *aff'd sub nom. Illinois Commerce Comm'n v. ICC*, 817 F.2d 145 (D.C. Cir. 1987) ("Transfer of a line to a new carrier that can operate the line more economically or more effectively than the existing carrier serves shipper and community interests by continuing rail service.... [S]hortlines are dependent on local traffic for their survival, and thus have a greater incentive ... to provide local shippers with service tailored to their needs").

Alternatively, UTU seeks to revoke the exemption in this proceeding. In support of that request, UTU simply incorporates the arguments made in its Petition which were fully addressed and refuted in the Reply. As M&NJ pointed out in its Reply, the Petition is devoid of any

meaningful information addressing the statutory standard for revoking an exemption. Moreover, UTU has failed, in both the Petition and Supplement, to state whether the requested reopening is supported by material error, new evidence, or substantially changed circumstances. Not only has UTU failed to address these standards, it has introduced no evidence from which the Board could make a finding favorable to UTU under these standards.

In the Petition, UTU claims that the interchange commitment contained in the Lease Agreement between M&NJ and NS is inconsistent with various provisions of the National Transportation Policy and is anticompetitive. UTU's conclusory statements, however, are unsupported and unsupportable by any evidence or argument. In the Reply, M&NJ explained why the interchange commitment was reasonable and not anticompetitive particularly in the context of the involved transaction. In the NS Comments, NS also explained why the lease credit provision is procompetitive. In addition, half of M&NJ's customers submitted comments in support of the transaction and the other half welcome phone calls from the Board. Thus, the only entity commenting negatively about the lease credit provision is UTU and UTU hardly has standing to address interchange commitments. Moreover, in criticizing the lease credit provision, UTU fails to inform the Board that all of the current traffic on the Leased Lines is inbound, providing M&NJ very limited, if any, ability to route the traffic. Nor does UTU explain how an interchange commitment can be anticompetitive when the short line is unable to route traffic that is subject to the commitment. To the extent M&NJ is able to attract outbound traffic, the per car credits set forth in the Lease Agreement would be meaningless since all of the credits are more than used up by the inbound traffic. Thus, UTU has failed to submit any evidence demonstrating that any aspect of the Rail Transportation Policy will be negatively impacted as a result of the interchange commitment. *Stay Decision*, slip op. at 4. In summary,



the evidence of record clearly demonstrates that the credit provision in the Lease Agreement is procompetitive.

In the Petition, UTU alleged that 15 NS employees will be displaced as a result of the proposed transaction. In his VS, Mr. Nasca claims that UTU's prior projection has been largely realized. According to NS, however, as a result of the transaction, one signal maintainer, one engineer and one conductor position on NS at Campbell Hall were eliminated. The individual employees formerly holding those three positions have seniority and continue to work for NS.<sup>5</sup>

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<sup>5</sup> Mr. Nasca also correctly points out that M&NJ does not have trackage rights between Middletown and Campbell. The reason for the lack of trackage rights is that M&NJ does not need such rights since M&NJ interchanges with NS in Middletown.

## **CONCLUSION**

M&NJ respectfully urges the Board to deny the Petition. M&NJ correctly filed its Notice of Exemption under the class exemption governing Class III railroads. The transaction at issue in this proceeding is not overly broad and falls within the scope of the class exemption at 49 C.F.R. Part 1150, Subpart E. The Petition, as supplemented, also fails to meet the statutory standard for revoking an exemption.

Respectfully submitted,



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Suite 225  
1455 F Street, N.W.  
Washington, DC 20005  
(202) 638-3307

Attorney for:  
MIDDLETOWN & NEW JERSEY RAILROAD,  
LLC

Dated: February 22, 2011

**CERTIFICATE OF SERVICE**

I hereby certify that on this 22<sup>nd</sup> day of February, 2011, I have caused a copy of the foregoing Reply to be served on all parties of record.

A handwritten signature in black ink, reading "Karl Morell", written over a horizontal line.

Karl Morell

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**From:** Ransdell, Paul [mailto:Paul.Ransdell@railinc.com]  
**Sent:** Wednesday, February 16, 2011 8:27 AM  
**To:** Al Sauer  
**Subject:** MNJ

**EXHIBIT 1**

Al,

As information, in March 2009 we received necessary documentation (attached) to enact the name change from Middletown and New Jersey Railway Company Inc. to the new company name of Middletown & New Jersey Railroad LLC.

Thank you,

Paul A. Ransdell  
Railinc

## EXHIBIT 2



# ASSOCIATION OF AMERICAN RAILROADS

## INTERCHANGE AGREEMENT

The Subscriber here to adopts and agrees, jointly and severally, with each and all other parties (whether corporations, partnerships, or individuals) owning or possessing railroad cars used for the transportation of commodities, which parties have respectively entered into agreements in effect similar to this instrument, that the Subscriber will abide by the Code of Rules governing the condition of, repairs to and settlements for freight cars for the interchange of traffic, as formulated and promulgated by the former Master Car Builders' Association and by the Association of American Railroads (Division V - Mechanical) or by either thereof (which rules are designated on the minutes of said Association's proceedings and are commonly known as "Interchange Rules"), and by each of said rules, and as well will abide by each and all decisions and interpretations of the Arbitration Committee provided for the said Code of Rules, until this agreement on the part of the Subscriber shall be terminated by three months' notice in writing, filed with the Secretary (or such other officer as from time to time shall be acting as Secretary) or said Railroad Association, or of such body as shall at the time have succeeded thereto.

Dated, signed and sealed the 17<sup>th</sup> day of March year 2009.

### LEGAL NAME OF COMPANY:

Middletown & New Jersey Railroad LLC

(Please print full name as it appears on official documents.)

Officer (Please print or type) Alfred M Sauer

Signature

Alfred M Sauer

Title Vice President

\* \_\_\_\_\_ (Seal)

NOTE: If subscriber is a partnership, then following signatures of the respective partners should be added the words "doing business as \_\_\_\_\_" (inserting the partnership or trade name).

**\*MUST BE NOTARIZED OR AFFIXED WITH A COMPANY SEAL**



Diane G Klein 3/17/09

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**From:** Ransdell, Paul [mailto:Paul.Ransdell@railinc.com]  
**Sent:** Monday, November 23, 2009 2:34 PM  
**To:** asauer@eastpennrrr.com  
**Subject:** MNJ name change

**EXHIBIT 3**

Al,

I was checking against the MNJ mark and see you had requested a name change with us, but our mark file was still reflecting the older name (Middletown and New Jersey Railway Company, Inc.) instead of the revised name Middletown & New Jersey Railroad LLC.

I will look into seeing why that did not update in our mark file, as we already have all the necessary paperwork from you to make the change. Only thing I just need would be for you to sign the attached Car Service /Car Hire agreement, so I can forward along to Jim Pinson here so he can update his publications. You can just send back the signed copy via email or fax (919-651-5191).

One other thing I noticed was that the owner for this mark shows as PICK (Pickens Railway). Is that still the case? It may just be that was true when the MNJ mark was first registered.

Thank you,

Paul A. Ransdell  
Railinc  
919-651-5077

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**From:** Al Sauer [mailto:asauer@regional-rail.com]  
**Sent:** Thursday, September 30, 2010 1:54 PM  
**To:** 'paul.ransdell@railinc.com'  
**Cc:** 'Al Sauer'; 'Grant Ozburn - NARPS'  
**Subject:** Updating CSM and OPSL 6000-series for MNJ  
**Importance:** High

**EXHIBIT 4**

Paul

As you are aware, it has come to our attention that the Centralized Station Master (CSM), along with the Official Railway Station List, OPSL 6000-series, was never updated to reflect the Middletown & New Jersey Railroad LLC taking over operation of rail line formerly owned by the Middletown & New Jersey Railway Co., Inc., between Middletown, and Slate Hill, NY (FSAC 10000 to 10060) (See STB Finance Docket No. 35227, copy attached). Therefore, this is to request that necessary handling be given to expire Middletown & New Jersey Railway Co., Inc stations (FSAC 10000 to 10060) and establish these stations as stations of the Middletown & New Jersey Railroad LLC (Forms AD 101 attached).

In addition to the above, since the Middletown & New Jersey Railway Co., Inc is no longer in operation, remaining stations (FSAC 10080 to 10146) should likewise be expired. The Surface

Transportation Board in Decision Served June 20, 2008 in STB Docket No. AB-762X (Copy attached) approved the Middletown & New Jersey Railway Co., Inc's request to abandon the aforementioned stations.

Your assistance in this matter is appreciated.

If you have any questions, please don't hesitate to give me a call.

Thanks  
Al

Alfred M Sauer  
Vice President  
East Penn Railroad, LLC  
Middletown & New Jersey Railroad LLC  
Regional Rail LLC  
505 South Broad Street  
Kennett Square, PA 19348  
(610) 925-0131 Phone  
(610) 925-0135 Fax  
(484) 631-5745 Mobile  
www.regional-rail.com

2/08/11 MNJ  
13:07:55

# Interchange Report

Page 1  
RSTOPFR

## Run Parameters:

### Selections for Summary Only:

Print Summary/w Detail: S (S=Summary, B=Both Summary & Detail)  
Type of Interchange : B (I=Inbound, O=Outbound, B=Both)  
Transportation Method : R (R=Rail, C=Conveying, X=Intermodal, ' '=All)  
Road. . . . . : NS (Leave blank for all)  
Station ID. . . . . : 10010 (Leave blank for all)  
Date/Time From. . . . : 4/01/09 To: 10/07/10

### Additional Selections for Summary w/Detail:

L/E Status. . . . . : (L=Loads, E=Empties, ' '=Both)  
STCC From. . . . . : To:  
Car Initial. . . . . : Numbers From: 0 To: 0  
Car Type, From. . . . : To:  
The Customer. . . . . :  
Car "Sort By" . . . . : I (' '=Consist Car, W=Waybill, S=STCC)  
(T=Car Type, C=The Customer)  
Suppress Empty Report?: (Y=Yes, ' '=No)

=====									
Station: 10010 MIDDLETOWN (NS I/C)									
		INBOUND CONSISTS FOR 10010 MIDDLETOWN (NS I/C)							
Consist	Date	Time	Road	Loads	Empties	Total	Locos		
M-9 000000515	4/09/09	15:00	NS	1	0	1	0		
MNJ 000000511	4/09/09	15:20	NS	2	0	2	0		
MNJ 000000514	4/22/09	15:05	NS	1	0	1	0		
MNJ 000000517	4/30/09	15:15	NS	1	0	1	0		
MNJ 000000519	5/05/09	15:05	NS	2	0	2	0		
MNJ 000000522	5/08/09	13:10	NS	2	0	2	0		
MNJ 000000524	5/14/09	16:46	NS	1	0	1	0		
MNJ 000000528	5/19/09	15:55	NS	2	3	5	0		
MNJ 000000530	5/28/09	13:00	NS	3	3	6	0		
MNJ 000000532	6/02/09	15:05	NS	1	3	4	0		
MNJ 000000535	6/09/09	15:05	NS	3	0	3	0		
MNJ 000000537	6/16/09	14:15	NS	2	3	5	0		
MNJ 000000539	6/23/09	15:05	NS	2	4	6	0		
MNJ 000000541	6/25/09	16:00	NS	1	4	5	0		
MNJ 000000543	6/30/09	15:05	NS	1	5	6	0		
MNJ 000000545	7/02/09	14:05	NS	3	3	6	0		
MNJ 000000546	7/07/09	14:40	NS	1	5	6	0		
MNJ 000000547	7/09/09	15:10	NS	4	7	11	0		
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MNJ 000000555	7/22/09	50	NS	0	3	3	0		
MNJ 000000557	7/28/09	14:30	NS	1	2	3	0		
MNJ 000000561	8/11/09	15:05	NS	3	1	4	0		
MNJ 000000563	8/13/09	17:07	NS	2	0	2	0		
MNJ 000000568	8/20/09	12:00	NS	3	0	3	0		
MNJ 000000571	8/27/09	15:35	NS	1	2	3	0		
MNJ 8 000000574	9/08/09	14:30	NS	1	0	1	0		
MNJ 000000579	9/15/09	15:10	NS	2	0	2	0		
MNJ 000000581	9/17/09	15:05	NS	3	0	3	0		
MNJ-24 000000583	9/24/09	14:00	NS	2	1	3	0		
MNJ 000000586	10/02/09	18:05	NS	2	3	5	0		
MNJ 000000589	10/06/09	15:05	NS	2	7	9	0		
MNJ 000000590	10/08/09	15:05	NS	0	5	5	0		
MNJ 000000592	10/13/09	15:45	NS	1	5	6	0		
MNJ 000000593	10/15/09	16:05	NS	2	4	6	0		

EXHIBIT 5



2/08/11 MNJ  
13:07:55

Interchange Report

Page 2  
RSTOPFR

MNJ 000000596	10/22/09	14:35	NS	1	5	6	0
MNJ 000000599	10/27/09	16:35	NS	1	6	7	0
MNJ 000000601	11/03/09	15:25	NS	3	6	9	0
MNJ 000000604	11/05/09	15:35	NS	0	6	6	0
MNJ 000000605	11/10/09	16:50	NS	1	4	5	0
MNJ 000000607	11/12/09	17:05	NS	0	8	8	0
MNJ 000000609	11/19/09	17:00	NS	1	7	8	0
MNJ-19 000000611	11/19/09	17:00	NS	0	1	1	0
MNJ 000000613	11/24/09	15:20	NS	2	3	5	0
MNJ 000000615	12/01/09	16:10	NS	0	9	9	0
MNJ 000000616	12/03/09	15:25	NS	3	4	7	0
MNJ 000000620	12/09/09	13:15	NS	2	7	9	0
MNJ 000000621	12/10/09	14:40	NS	1	6	7	0
MNJ 000000623	12/15/09	15:35	NS	4	0	4	0
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MNJ 000000626	12/17/09	15:25	NS	0	1	1	0
MNJ 000000627	12/22/09	15:20	NS	1	2	3	0
MNJ 000000631	1/02/10	19:55	NS	3	22	25	0
MNJ 000000632	1/05/10	14:15	NS	0	6	6	0
MNJ 000000634	1/07/10	15:25	NS	1	10	11	0
MNJ 000000636	1/12/10	15:35	NS	1	5	6	0
MNJ 000000638	1/14/10	15:25	NS	0	7	7	0
MNJ 000000639	1/18/10	12:35	NS	2	22	24	0
MNJ 000000641	1/20/10	12:50	NS	2	11	13	0
MNJ 000000642	1/21/10	14:25	NS	0	1	1	0
MNJ-22 000000644	1/22/10	13:30	NS	1	0	1	0
MNJ 000000647	1/26/10	14:35	NS	1	1	2	0
MNJ 000000653	1/28/10	15:25	NS	2	4	6	0
MNJ 000000662	2/01/10	14:15	NS	2	0	2	0
MNJ 000000666	2/02/10	14:00	NS	1	0	1	0
MNJ 000000669	2/03/10	14:45	NS	0	5	5	0
MNJ 000000675	2/04/10	23:27	NS	0	5	5	0
MNJ 000000680	2/05/10	11:45	NS	1	0	1	0
MNJ 000000694	2/12/10	14:15	NS	4	5	9	0
MNJ 000000695	2/15/10	15:35	NS	0	9	9	0
MNJ 000000700	2/17/10	11:25	NS	2	6	8	0
MNJ 000000705	2/19/10	2:20	NS	0	6	6	0
MNJ 000000711	2/23/10	1:11	NS	2	6	8	0
MNJ 000000720	2/24/10	15:05	NS	0	6	6	0
MNJ 000000727	3/02/10	12:25	NS	0	7	7	0
MNJ 000000730	3/02/10	23:45	NS	2	7	9	0
MNJ 000000738	3/04/10	16:25	NS	1	9	10	0
MNJ 000000748	3/05/10	11:05	NS	1	6	7	0
MNJ 000000759	3/08/10	14:07	NS	2	17	19	0
MNJ 000000767	3/09/10	15:05	NS	2	0	2	0
MNJ 000000770	3/10/10	21:45	NS	3	3	6	0
MNJ 000000778	3/14/10	20:50	NS	0	12	12	0
MNJ 000000781	3/15/10	13:53	NS	0	18	18	0
MNJ 000000789	3/17/10	13:00	NS	1	7	8	0
MNJ 000000790	3/17/10	13:00	NS	0	1	1	0
MNJ 000000797	3/18/10	13:45	NS	3	0	3	0
MNJ 000000798	3/18/10	13:45	NS	1	0	1	0
MNJ 000000805	3/23/10	19:35	NS	1	5	6	0
MNJ 000000808	3/24/10	11:35	NS	1	0	1	0
MNJ 000000812	3/26/10	18:30	NS	0	6	6	0
MNJ 000000815	3/29/10	12:15	NS	0	21	21	0
MNJ 000000822	3/30/10	10:00	NS	2	0	2	0
MNJ 000000827	4/02/10	11:00	NS	1	6	7	0

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MNJ 000000831	4/05/10	10:08	NS	2	1	3	0
MNJ 000000841	4/07/10	4:30	NS	0	18	18	0
MNJ 000000850	4/08/10	14:35	NS	1	0	1	0
MNJ 000000856	4/13/10	12:15	NS	0	1	1	0
MNJ 000000859	4/13/10	14:35	NS	3	15	18	0
MNJ 000000862	4/14/10	9:05	NS	2	3	5	0
MNJ 000000868	4/20/10	15:05	NS	1	10	11	0
MNJ 000000883	4/24/10	14:05	NS	5	4	9	0
MNJ 000000888	4/27/10	14:35	NS	1	1	2	0
MNJ 000000889	4/27/10	14:35	NS	1	0	1	0
MNJ 000000891	4/29/10	14:05	NS	3	0	3	0
MNJ 000000894	5/03/10	12:55	NS	0	14	14	0
MNJ 000000896	5/04/10	10:30	NS	1	0	1	0
MNJ 000000899	5/06/10	10:42	NS	6	0	6	0
MNJ 000000901	5/08/10	14:35	NS	1	7	8	0
MNJ 000000903	5/11/10	14:30	NS	1	0	1	0
MNJ 000000909	5/18/10	11:45	NS	2	5	7	0
MNJ 000000911	5/20/10	10:00	NS	3	0	3	0
MNJ-20 000000912	5/20/10	10:00	NS	0	1	1	0
MNJ 000000916	5/25/10	13:55	NS	3	0	3	0
MNJ 000000919	5/27/10	14:50	NS	6	1	7	0
MNJ 000000921	6/01/10	14:25	NS	2	3	5	0
MNJ 000000923	6/03/10	9:40	NS	1	0	1	0
MNJ 000000928	6/11/10	3:15	NS	4	1	5	0
MNJ 000000931	6/11/10	22:50	NS	3	1	4	0
MNJ 000000932	6/13/10	23:05	NS	0	46	46	0
MNJ 000000935	6/18/10	14:30	NS	3	0	3	0
MNJ 000000939	6/22/10	15:05	NS	2	0	2	0
MNJ 000000941	6/24/10	15:00	NS	2	0	2	0
MNJ 29 000000943	6/29/10	14:00	NS	3	0	3	0
MNJ 000000946	7/01/10	13:50	NS	1	0	1	0
MNJ 000000947	7/08/10	13:50	NS	2	0	2	0
MNJ 000000950	7/13/10	14:35	NS	1	0	1	0
MNJ 000000953	7/27/10	14:50	NS	1	0	1	0
MNJ 000000955	7/29/10	13:50	NS	3	0	3	0
MNJ 000000958	8/06/10	1:30	NS	4	1	5	0
MNJ 6 000000959	8/06/10	12:00	NS	1	0	1	0
MNJ 000000963	8/10/10	14:05	NS	1	0	1	0
MNJ 000000966	8/17/10	14:15	NS	1	1	2	0
MNJ 000000967	8/19/10	14:20	NS	3	0	3	0
MNJ 000000972	8/25/10	14:25	NS	1	0	1	0
MNJ 000000973	8/26/10	14:25	NS	4	1	5	0
MNJ 000000976	9/07/10	11:00	NS	2	0	2	0
MNJ 000000979	9/11/10	18:05	NS	5	0	5	0
MNJ 000000981	9/16/10	15:05	NS	2	1	3	0
MNJ 000000986	9/23/10	16:05	NS	1	0	1	0
MNJ 000000988	9/28/10	15:05	NS	2	0	2	0

Total Inbound: 10010

				Loads	Empties	Total	Locos
				222	554	776	0
				OUTBOUND CONSISTS FOR 10010 MIDDLETOWN (NS I/C)			
Consist	Date	Time	Road	Loads	Empties	Total	Locos
MID 7 000000510	4/07/09	13:00	NS	0	2	2	0
MNJ 15 000000512	4/15/09	17:00	NS	0	2	2	0
M-22 000000513	4/22/09	9:10	NS	0	2	2	0
MT 28 000000516	4/28/09	11:45	NS	0	1	1	0
MNJ-01 000000518	5/01/09	10:10	NS	0	2	2	0
MNJ 000000521	5/08/09	11:04	NS	0	2	2	0

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MNJ-11 000000523	5/11/09	14:50	NS	0	2	2	0
MNJ-19 000000527	5/19/09	10:50	NS	0	1	1	0
MID 22 000000529	5/22/09	12:30	NS	0	1	1	0
MID 29 000000531	5/29/09	12:10	NS	0	1	1	0
MID 3 000000533	6/03/09	15:40	NS	0	2	2	0
MNJ-09 000000534	6/09/09	11:27	NS	0	2	2	0
MNJ-12 000000536	6/12/09	15:15	NS	0	2	2	0
MNJ-19 000000538	6/19/09	15:00	NS	0	2	2	0
MNJ-25 000000540	6/25/09	15:00	NS	0	2	2	0
MNJ-02 000000544	7/02/09	12:00	NS	0	1	1	0
MNJ-10 000000549	7/10/09	10:40	NS	0	2	2	0
WANG-10 000000548	7/10/09	14:50	NS	0	1	1	0
WNJ-13 000000550	7/13/09	13:38	NS	0	1	1	0
MNJ-17 000000553	7/17/09	11:07	NS	0	2	2	0
M-23 000000556	7/23/09	9:40	NS	0	3	3	0
MIDD 31 000000559	7/31/09	10:00	NS	0	2	2	0
MNJ 7 000000560	8/07/09	11:00	NS	0	1	1	0
MNJ-13 000000562	8/13/09	12:43	NS	0	2	2	0
MNJ 14 000000564	8/14/09	14:30	NS	0	1	1	0
MNJ-19 000000567	8/19/09	14:12	NS	0	2	2	0
MNJ-24 000000570	8/24/09	12:00	NS	0	1	1	0
MNJ-28 000000572	8/28/09	12:32	NS	0	1	1	0
MNJ-01 000000573	9/01/09	9:55	NS	0	1	1	0
MNJ 8 000000575	9/08/09	9:50	NS	0	1	1	0
MNJ 11 000000578	9/11/09	15:00	NS	0	1	1	0
MNJ 15 000000580	9/15/09	16:15	NS	0	1	1	0
MNJ-23 000000582	9/23/09	11:05	NS	0	3	3	0
MNJ-28 000000585	9/28/09	10:25	NS	0	1	1	0
MNJ-02 000000587	10/02/09	9:54	NS	0	2	2	0
MNJ-06 000000588	10/06/09	12:40	NS	0	2	2	0
MNJ-12 000000591	10/12/09	11:58	NS	0	2	2	0
MNJ-16 000000594	10/16/09	11:10	NS	0	1	1	0
MNJ-16 000000595	10/16/09	16:30	NS	0	1	1	0
MNJ-23 000000597	10/23/09	8:32	NS	0	2	2	0
MNJ 000000598	10/26/09	9:55	NS	0	1	1	0
MNJ-02 000000600	11/02/09	11:20	NS	0	2	2	0
MNJ-5 000000603	11/05/09	16:30	NS	0	1	1	0
MNJ-11 000000606	11/11/09	11:25	NS	0	3	3	0
MNJ-17 000000608	11/17/09	12:40	NS	0	2	2	0
ERROR 000000610	11/19/09	17:01	NS	0	1	1	0
MNJ-24 000000612	11/24/09	17:15	NS	0	1	1	0
MNJ-25 000000614	11/25/09	15:00	NS	0	1	1	0
MID 4 000000617	12/04/09	12:30	NS	0	1	1	0
MNJ-09 000000618	12/09/09	14:31	NS	0	1	1	0
MNJ-09 000000619	12/09/09	14:51	NS	0	2	2	0
MNJ-15 000000622	12/16/09	11:11	NS	0	3	3	0
MNJ-23 000000628	12/23/09	15:05	NS	0	1	1	0
MNJ-31 000000629	12/31/09	11:55	NS	0	2	2	0
M 6 000000633	1/06/10	9:00	NS	0	1	1	0
MNJ-08 000000635	1/08/10	13:25	NS	0	1	1	0
MNJ-13 000000637	1/13/10	11:46	NS	0	3	3	0
MNJ-19 000000640	1/19/10	17:00	NS	0	1	1	0
MNJ-22 000000643	1/22/10	12:05	NS	0	2	2	0
MNJ-26 000000646	1/26/10	16:00	NS	0	1	1	0
MID 27 000000649	1/27/10	19:27	NS	3	0	3	0
MNJ-28 000000655	1/28/10	18:00	NS	3	0	3	0
MNJ-29 000000659	1/29/10	18:00	NS	4	0	4	0
MNJ-01 000000661	2/01/10	17:50	NS	5	0	5	0

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MNJ-02 000000665	2/02/10 18:00 NS	6	3	9	0
MNJ-03 000000673	2/03/10 21:35 NS	5	1	6	0
MNJ-04 000000677	2/04/10 17:00 NS	6	0	6	0
MNJ-05 000000678	2/05/10 16:30 NS	0	1	1	0
MNJ-05 000000681	2/05/10 17:00 NS	6	1	7	0
MNJ-08 000000685	2/08/10 17:00 NS	6	0	6	0
MNJ-009 000000690	2/09/10 16:30 NS	1	0	1	0
MNJ-09 000000689	2/09/10 16:30 NS	4	0	4	0
MNJ-9 000000693	2/11/10 14:00 NS	0	2	2	0
MNJ-11 000000692	2/11/10 17:25 NS	4	0	4	0
MNJ-12 000000702	2/12/10 16:30 NS	4	0	4	0
MNJ-15 000000697	2/15/10 17:45 NS	3	0	3	0
MNJ-16 000000699	2/16/10 16:35 NS	3	0	3	0
MNJ-17 000000704	2/17/10 17:15 NS	4	0	4	0
MNJ-18 000000707	2/18/10 14:00 NS	2	0	2	0
MNJ-19 000000709	2/19/10 14:30 NS	3	3	6	0
MNJ-22 000000713	2/22/10 14:00 NS	2	0	2	0
MNJ-23 000000715	2/23/10 13:00 NS	1	0	1	0
MNJ2-23 000000717	2/23/10 13:40 NS	2	0	2	0
MNJ 24 000000719	2/24/10 13:42 NS	1	1	2	0
MNJ2-24 000000722	2/24/10 16:50 NS	1	0	1	0
MNJ 25 000000724	2/25/10 13:15 NS	1	0	1	0
MNJ 1 000000726	3/01/10 12:01 NS	3	0	3	0
MNJ2-01 000000731	3/01/10 13:05 NS	0	1	1	0
MNJ-02 000000733	3/02/10 18:00 NS	4	2	6	0
MNJ-3 000000737	3/03/10 17:15 NS	5	0	5	0
MNJ-4 000000742	3/04/10 17:40 NS	3	0	3	0
MNJ2-04 000000744	3/04/10 22:05 NS	2	0	2	0
MNJ-05 000000749	3/05/10 14:02 NS	2	1	3	0
MNJ-5 000000750	3/05/10 18:05 NS	4	2	6	0
REJECT 000000760	3/08/10 14:08 NS	2	0	2	0
MNJ-08 000000762	3/08/10 18:00 NS	5	0	5	0
MNJ2-08 000000764	3/08/10 18:00 NS	1	0	1	0
MNJ3-08 000000766	3/08/10 18:00 NS	1	0	1	0
MNJ-09 000000769	3/09/10 16:40 NS	6	0	6	0
MNJ-10 000000773	3/10/10 17:00 NS	7	0	7	0
MNJ-11 000000775	3/11/10 15:00 NS	6	0	6	0
MNJ 12 000000780	3/12/10 13:00 NS	1	0	1	0
MNJ-12 000000776	3/12/10 13:50 NS	0	3	3	0
MNJ-16 000000784	3/16/10 14:00 NS	7	0	7	0
MNJ-17 000000788	3/17/10 16:00 NS	4	0	4	0
MNJ2-17 000000792	3/17/10 17:00 NS	2	0	2	0
MNJ-18 000000796	3/18/10 16:00 NS	6	0	6	0
MNJ-19 000000802	3/19/10 16:00 NS	2	0	2	0
MNJ 19 000000804	3/19/10 16:02 NS	2	1	3	0
MNJ-24 000000807	3/24/10 16:00 NS	5	2	7	0
MNJ 25 000000811	3/25/10 17:00 NS	3	1	4	0
MNJ-25 000000810	3/25/10 17:00 NS	0	1	1	0
MNJ2-26 000000813	3/26/10 14:45 NS	0	1	1	0
MNJ-29 000000817	3/29/10 18:00 NS	1	1	2	0
MNJ-30 000000819	3/30/10 17:00 NS	5	2	7	0
MNJ-31 000000824	3/31/10 16:45 NS	7	0	7	0
MNJ-01 000000826	4/01/10 15:30 NS	6	0	6	0
MNJ-2 000000829	4/02/10 14:00 NS	2	1	3	0
MNJ-05 000000835	4/05/10 15:45 NS	4	0	4	0
MNJ-06 000000840	4/06/10 15:00 NS	3	1	4	0
MNJ-07 000000844	4/07/10 16:00 NS	4	0	4	0
MNJ-08 000000847	4/08/10 14:00 NS	7	0	7	0

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MNJ--08 000000851	4/08/10	17:00	NS	0	2	2	0
MNJ-09 000000853	4/09/10	14:00	NS	7	0	7	0
MNJ-12 000000855	4/12/10	11:10	NS	0	1	1	0
MNJ-15 000000863	4/15/10	12:02	NS	0	2	2	0
M- 20 000000864	4/20/10	17:00	NS	6	2	8	0
M 21 000000874	4/21/10	18:00	NS	7	3	10	0
MID 22 000000878	4/22/10	18:00	NS	7	1	8	0
MID 23 000000884	4/23/10	18:00	NS	5	0	5	0
MNJ-26 000000886	4/26/10	14:10	NS	0	1	1	0
M 27 000000887	4/27/10	12:00	NS	0	1	1	0
MNJ-28 000000890	4/28/10	11:50	NS	0	1	1	0
MNJ-30 000000892	4/30/10	8:47	NS	0	1	1	0
MNJ-30 000000893	4/30/10	12:15	NS	0	3	3	0
MNJ-03 000000895	5/03/10	9:25	NS	0	1	1	0
MNJ-04 000000897	5/04/10	12:30	NS	0	1	1	0
MNJ-05 000000898	5/05/10	10:13	NS	0	1	1	0
MNJ-10 000000902	5/10/10	16:02	NS	0	4	4	0
MNJ-13 000000905	5/13/10	14:45	NS	0	1	1	0
MNJ-14 000000906	5/14/10	15:59	NS	0	1	1	0
MNJ-17 000000907	5/17/10	12:45	NS	0	1	1	0
MNJ-18 000000908	5/18/10	14:40	NS	0	1	1	0
MNJ-19 000000910	5/19/10	16:30	NS	0	2	2	0
MNJ-20 000000913	5/20/10	16:00	NS	0	1	1	0
MNJ-24 000000915	5/24/10	15:47	NS	0	3	3	0
MNJ-26 000000917	5/26/10	12:55	NS	0	1	1	0
MNJ-27 000000918	5/27/10	13:40	NS	0	1	1	0
MNJ-28 000000920	5/28/10	13:35	NS	0	3	3	0
MNJ-02 000000922	6/02/10	14:20	NS	0	2	2	0
M 3 000000925	6/03/10	16:01	NS	0	1	1	0
M 3 000000924	6/03/10	16:40	NS	0	24	24	0
MNJ 4 000000926	6/04/10	12:40	NS	0	1	1	0
MNJ-09 000000927	6/09/10	12:03	NS	0	3	3	0
MNJ-14 000000933	6/14/10	14:55	NS	0	1	1	0
MNJ-16 000000934	6/17/10	8:00	NS	0	5	5	0
MNJ-21 000000936	6/21/10	16:20	NS	0	2	2	0
MNJ-22 000000938	6/22/10	15:45	NS	0	1	1	0
MNJ-23 000000940	6/23/10	10:35	NS	0	2	2	0
MNJ 29 000000942	6/29/10	15:00	NS	0	4	4	0
MNJ-30 000000945	6/30/10	15:00	NS	0	2	2	0
MNJ-09 000000948	7/09/10	13:14	NS	0	1	1	0
MNJ-13 000000949	7/13/10	16:30	NS	0	2	2	0
MNJ-16 000000951	7/16/10	16:40	NS	0	1	1	0
MNJ-23 000000952	7/23/10	14:26	NS	0	3	3	0
MNJ-28 000000954	7/28/10	15:20	NS	0	2	2	0
MNJ-29 000000956	7/29/10	15:35	NS	0	19	19	0
MID 30 000000957	7/30/10	15:00	NS	0	28	28	0
MNJ 6 000000960	8/06/10	11:10	NS	0	2	2	0
MNJ-10 000000962	8/10/10	12:40	NS	0	1	1	0
MNJ 13 000000964	8/13/10	11:00	NS	0	3	3	0
MNJ-17 000000965	8/17/10	12:00	NS	0	2	2	0
MNJ-20 000000968	8/20/10	14:05	NS	0	1	1	0
MID 27 000000974	8/27/10	15:15	NS	0	2	2	0
MNJ-01 000000975	9/01/10	14:00	NS	0	4	4	0
MNJ-10 000000977	9/10/10	14:10	NS	0	2	2	0
MNJ-15 000000980	9/15/10	15:30	NS	0	1	1	0
MNJ-17 000000982	9/17/10	14:25	NS	0	1	1	0
MNJ-21 000000984	9/21/10	6:00	NS	0	1	1	0
MNJ-23 000000985	9/23/10	11:45	NS	0	2	2	0

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MNJ-28 000000987	9/28/10	15:55	NS	0	1	1	0
MNJ-30 000000989	9/30/10	9:30	NS	0	1	1	0
MNJ-01 000000990	10/01/10	16:27	NS	0	1	1	0
MNJ-04 000000993	10/04/10	15:09	NS	0	1	1	0

Total Outbound: 10010

Station Total: 10010

\*\* END OF REPORT \*\*

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Loads	Empties	Total	Locos
234	297	531	0
Loads	Empties	Total	Locos
456	851	1307	0